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RAILROADS PREPARE FOR SUMMER PASSENGERS;  
FLOODS THREATEN FREIGHT

SUMMER TO BRING MORE PASSENGER TRAVEL -- Moscow, Gudok, 8 Apr 51

More than 90 percent of all passenger carrying in the USSR is done by the railroads. During the summer up to 5 million passengers are carried in any 24-hour period. On the average, each Soviet citizen makes five trips by railroad per year. During 1950 the plan for carrying passengers was completed 104.5 percent.

During the summer, passenger travel usually increases 30-50 percent over the winter months.

The new summer schedule for passenger and suburban train traffic provides for an additional 18 pairs of long-distance passenger trains and an additional 314 pairs of suburban trains. The new trains will connect Moscow with Sochi, Sukhumi, Kislovodsk, Simferopol', and Novorossiysk. The schedule calls for linking Moscow by through train service with the capitals of the Union republics and with more than 70 large industrial centers.

Serious tasks face railroad car repair plants, a majority of which are not meeting the established plan for repairing passenger cars. The operations of the Kiev, Konotop, Ulan-Ude, and Otrzhka plants are especially deficient.

On some railroad systems there is a large number of cars in disrepair. If the number of unfit passenger cars on the Yaroslavl', Moscow-Ryazan', Tashkent, and L'vov systems were reduced to the established norm, it would be possible to make up an additional 27 passenger trains.

About 500 passenger trains and 300 passenger station buildings have been radiofied, and almost all trains have been converted to electric illumination.

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PASSENGER CAR REPAIR LAGS -- Moscow, Gudok, 30 Mar 51

In the past 2 months the number of passenger cars repaired by railroad car repair plants was short by enough cars to make up 16 complete trains.

APRIL PLAN COMPLETED -- Moscow, Gudok, 11 May 51

The April plan for repairing passenger cars was fulfilled 103.3 percent.

SUMMER PASSENGER SCHEDULE GOES INTO EFFECT -- Frunze, Sovetskaya Kirgiziya, 22 May 51

The summer schedule for train traffic was introduced on all USSR railroad systems on the night of 20 - 21 May.

DUBULTY-SLOKA SECTOR TO OPEN -- Riga, Sovetskaya Latviya, 9 May 51

Train traffic will begin on 20 May on the electrified Dubulty-Sloka sector of the Riga shore line.

HEAVY TRAFFIC ON KIEV-BOYARKA LINE -- Kiev, Pravda Ukrainy, 28 Apr 51

In the year that the Kiev-Boyarka electrified sector has been in operation, about 8,000 electric trains have carried more than 4 million passengers on the sector.

SPRING FLOODS THREATEN FREIGHTS -- Moscow, Gudok, 16 Mar 51

Not much time remains until the beginning of the high-water period, which brings flooding of the rivers in the central and even northern regions of the country. However, there are still thousands of carloads of timber, grain, cement, salt, and other freights in the flood zones. The railroads must take all measures to remove these goods.

An especially great amount of forest products still remains in railside storage points on the flood plains of rivers. On 13 March there were more than 600 carloads of various forest products in the areas usually flooded by the Severnaya Dvina River in Arkhangel'sk. The removal of timber from the flood danger zone at the Sosnovka station of the Kazan' System is going slowly. It is necessary to double and triple the rate of removal of freight from the banks of the rivers at the Zheshart station of the Pechora System, Isakogorka station of the Northern System, and Kineshma station of the Yaroslavl' System.

In Batraki, more than 400 carloads of salt are awaiting shipment. About 5,000 tons of it are lying on the bank of the Irtysh River at Semipalatinsk.

More decisive measures should be taken to remove salt from the Il'inskaya Pristan' station of the Ryazan'-Ural System, where there are 237 cars, being removed at the rate of three cars per day. At the Chasovnya Nizhnyaya station of the Ufa System, salt is being removed very slowly from the flood zone. On the Sverdlovsk System, thousands of carloads of fuel wood are in danger of being flooded.

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STALINGRAD SYSTEM UNPREPARED -- Moscow, Gudok, 18 Mar 51

The first spring thaw has shown that the Stalingrad System's track management is not prepared for the spring waters. On many sectors, drainage ditches and other water-removal installations were not unblocked on time, the ice was not cut from around bridge supports, ice aprons, and diversion dams, and the necessary quantities of materials were not prepared on time.

With the beginning of the rapid thaw and strong rains, the track was flooded on many sectors. In the Sarepta station, some track, the fuel storehouse, the siding to a mill, and many switches were flooded. In places the water covered switches and tracks to a depth of half a meter over the rail heads.

Insufficient clearing of drains and ditches caused track to be washed out in the Surovikino and Prudboy stations and on the Kapkinskiy-Abganerovo stretch. Workers in the Voroponovo, Gumrak, Morozovskaya, and other stations were forced to work in water almost up to their knees.

Moscow, Gudok, 23 Mar 51

On the Stalingrad Division of the Stalingrad System hundreds of carloads of timber must be removed before the high-water period. In the Sarepta station 20,000 cubic meters of timber must be removed from the flood zone.

TASHKENT SYSTEM SHORT IN FUEL SHIPMENTS -- Tashkent, Pravda Vostoka, 17 Apr 51

During the first quarter 1951 the Tashkent Railroad System was 1,000 tank cars short in its shipments of fuel for the spring sowing.

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